

**WAIKIKI LIVABLE COMMUNITY PROJECT
PUBLIC WORKSHOP – OCTOBER 29, 2002
NOTES – KALAKAUA AVENUE**

Facilitator: Lisa Padilla

Recorder: Cory Orr and Barbara Kim Stanton

SESSION #1 (3:30PM TO 5:00PM)

- Promenade : Walk on the beach from end to end within 5 years
- Outdoor cafes/seating on mauka side; opposite side of Kuhio Beach to enjoy sunsets
- Should have cafes all along street, not just Kuhio Beach section
- Beach not wide enough for beach walk. Sidewalks will increase erosion during storms.
- People want to walk on sand, not sidewalks
- Proposes segmenting beaches, provide access to the beach, doesn't need to be continuous access
- Flagstone walkways flowing the length of Kalakaua Avenue, continuity in design
- Degree of difference in design is more interesting
- No vehicular traffic, quiet, people street, cafes, wide sidewalks, 2-way bike lane (unable to bike on Kalakaua Avenue now).
- Need to prioritize function of the street
- Get rid of "Gold Coast" name, signage to identify "Kalakaua Colony".
- Benches should face the street
- More continuous landscaping (coconut trees) from Airport to San Souci Beach
- More shade trees, palms don't offer enough shade
- Servicing/loading functions critical
- Use Kuhio Avenue to access businesses on Kalakaua Avenue for servicing, limit times for loading
- Close Kalakaua for special events
- Prefer closures in 2nd City, better/more appropriate for social opportunities there
- Closures create major traffic jams, access issues, inconvenience to guests at hotels
- Transit center inconveniences visitors, does not work for airport trips or tours
- Need extravagant experience, e.g. Fremont Street in Las Vegas
- Wonderful streets are exciting at night, lighting is key
- Safe for bicycles and pedestrians
- Use native plants for landscaping
- Transit centers can alleviate traffic, sub-centers, need to be conveniently located
- Transit center is good idea, should be limited to transit, not including retail, dining, etc.

- Bicycles need to be separated from vehicular and pedestrian traffic
- Shared use bike/pedestrian paths do not work
- Who will the bicycle lanes on Kalakaua serve? Who is target population?
- Bicycle rentals should include rules distributed.
- Reduce number of private vehicles in Waikiki (60% are single drivers).
- Only resident vehicles allowed. No thru traffic and rental cars
- People prefer Kalakaua for “pleasure drive”, should not close to thru traffic
- Sidewalk not efficient, landscaping obstructs movement fronting Royal Hawaiian segment
- Entertainment/cultural kiosk
- High end retail marketed to Japanese visitor, need more energy and life on street, more neighborhood retail
- Need beach for a beachwalk
- Overhead utility lines should be underground to improve entrances to Waikiki
- Business districts that need beautification should be priority for undergrounding (Kapihulu)
- Past efforts to resolve loading problem have not worked (e.g. bulbouts, time limits)
- Walkways through hotels would provide access for beachwalk
- Hotels built out to property line, state owns beach, beachwalk will create carnival atmosphere
- Critical mass on sidewalk is good for energy, life on street, should not go too wide
- Raised crosswalks should not be speed bumps
- Christmas lighting on Kalakaua
- Royal Hawaiian Shopping Center is concrete jungle, tear it down and rebuild retail space
- “Sunset on the Beach” is problematic for residents (noise, traffic), also other big functions
- Pedestrian bridges over Ala Wai
- Parking structure near Bandstand to increase, provide parking
- Hawaiian culture is essential to Waikiki
- Don’t initialize BRT in Waikiki, start in outlying areas
- Prefers BRT on Ala Wai, don’t use Kalakaua
- Need unique, “Hawaii” experience
- Start BRT outward and work inwards to town
- Lei stands, hula girls- need Hawaiiana to be more visible, get locals back into Waikiki
- Rents too expensive for local businesses to compete, need to market “unique” experience
- Privatization of sidewalks fronting Nike Town, Local Motion
- Change “tour bus” to motorcoach
- Trash pick up creates noise, should limit pick up times, need controls to manage trash
- Regulate tour buses to face mufflers upward

SESSION #2 (6:00PM TO 7:30PM)

- Pedestrians only
- Keep golf course
- One way traffic on each side of Ala Wai
- Conveyor belt on Kalakaua Avenue
- Tunnel
- Avenue too wide for an intimate pedestrian mall; dead zones
- Dual use
 - Activities on certain days and times, e.g. Sunday – roads closed
 - Need predictable schedules
- South Beach is an example, diners, sidewalks, parked cars
- Park on part of Kalakaua Avenue, where there's little or no traffic
- Pedestrians can be dead zones
- Other cities have reopened pedestrian malls
- Traffic adds unpredictability and excitement
- Street and sidewalks already very wide. New treatment needed; not total closure
- Have different activities to add interest, e.g. Ala Moana Center
- City land swap would help for planning activities, e.g. City would trade equal value for Royal Hawaiian Shopping Center
- Royal Hawaiian Shopping Center serves as a barrier to noise for Sheraton Hotels
- Hotels main problem – servicing guests
- Hub and spoke – bad for users
- Need shared bus for the various companies, cooperative shared shuttles for free
- Transit center needs an advantage to compensate for inconvenience , e.g. checked in luggage
- More landscaping
- Open the kiosks
- Street performers add interest to some
- Need to add street excitement
- Need torch lighting, hula, etc. in the core of Waikiki
 - Who should pay?
- Why not have Hawaiian entertainment on the streets
- Do people really want Hawaiian performances? Past shows have closed.
- Need to be a draw
- Outrigger planning on Hawaiian performances
- Lots of critics even when backdrops/artwork are Hawaiian themed, e.g. Hilton's three dancers (not Hawaiian enough)
- Too pretty, may not be authentic
- Definition of Hawaiian is varied, e.g. Victorian
- Need to unbuild to see and hear the ocean
- Government should condemn for public interest
- Beach walk need to include beach widening

- Need funds to enhance beach
- People only on beach walk, no retail or performers
- Make beach walk private property, landowners would control usage
 - Danger: some owners would allow undesirable elements
- Public outcry expected if beach is privatized
- Need banners even if there is no specific event
 - Hawaiian design interspersed with event banners
- Maps needed in publications
- Improve signage
 - Resort signs must be tasteful
- Treat Waikiki as one resort
- Indicate it's a special district – signage, gateway
- Good signage helps traffic
- Highlight Waikiki's uniqueness = it has residents unlike other resorts.